

SOUTH COUNTY COMMUTER RAIL



An Opportunity to Shape Regional Growth
June 1, 2005



*Project supported by the
RI Statewide Planning Program
with funding by the
US Department of Transportation
Federal Highway Administration*

Conducted by:

Pare Engineering Corp.
8 Blackstone Valley Place
Lincoln RI 02865

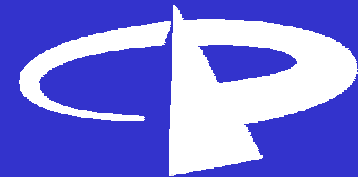
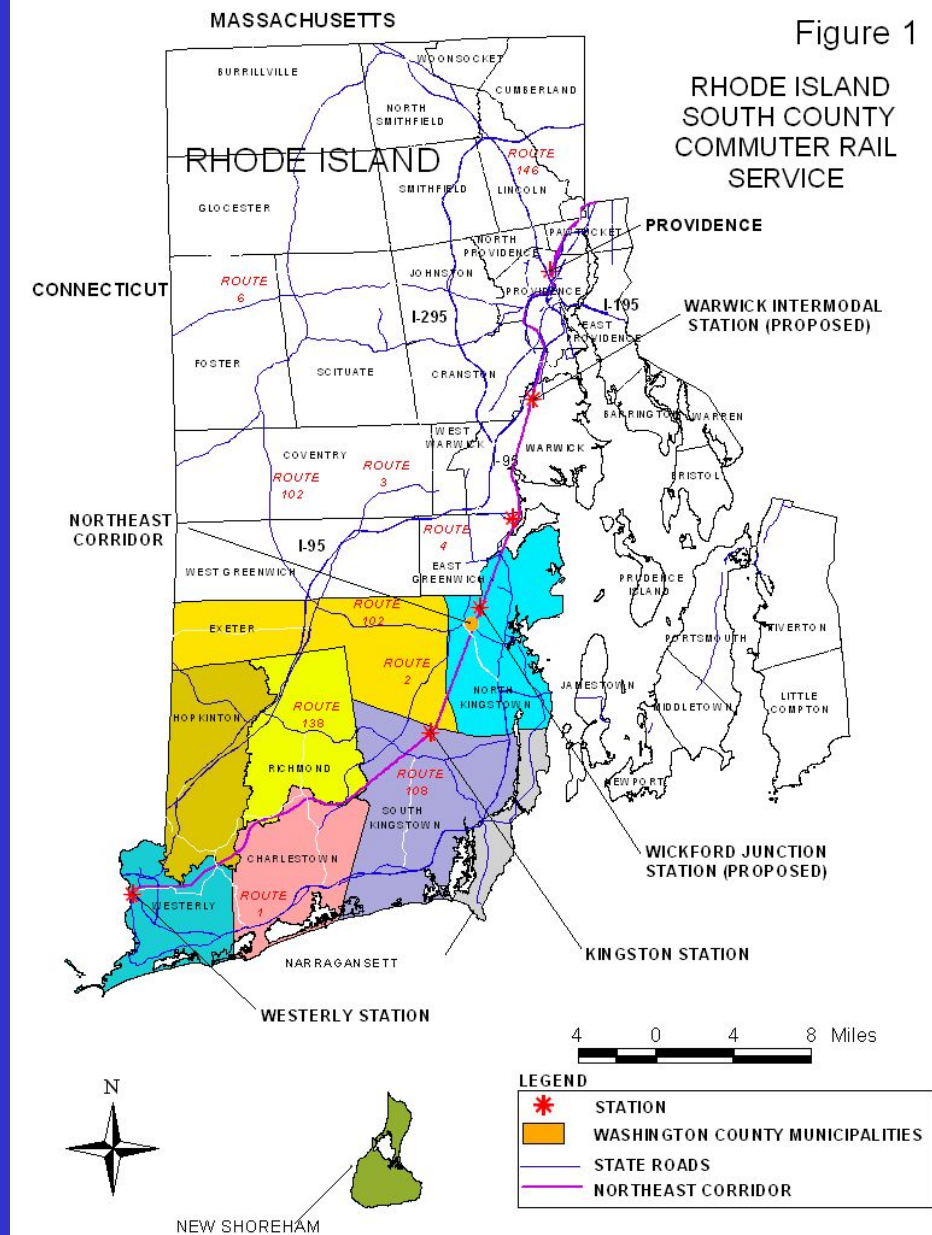


Figure 1



Task 1 – March 15, 2005 Workshop

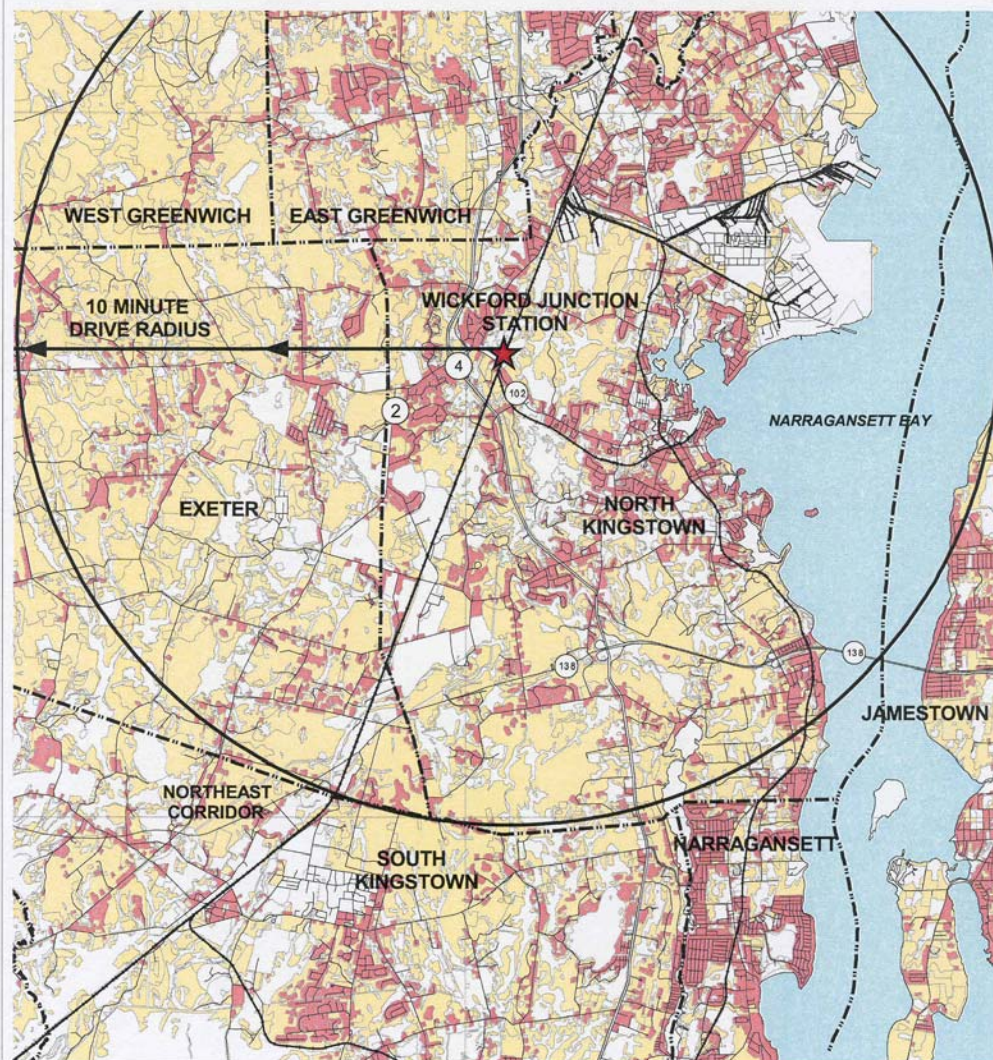
- Assessment of Commuter Rail Extension
- Advantages and Growth Impacts of Commuter Rail

Task 2 – June 1, 2005 Workshop

Smart Growth Strategies

- Transit Oriented Development
- Transit Supportive Development
- Growth Management Tools





LEGEND

--- Town Line

— Highway/Road

--- Rail Line

Land Use

Yellow Potential Developable Land

Red Residential Areas

Figure 1 10 MINUTE DRIVE RADIUS

WASHINGTON COUNTY
TRANSIT-ORIENTED DEVELOPMENT
PLANNING STRATEGY

Washington County Regional Planning Council
RI Statewide Planning Program
Town of North Kingstown



PARE ENGINEERING CORPORATION
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
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Summary of Growth Impacts

Exeter

- Proposed Growth Center – Ladd School entrance
- Largest potential growth areas - north and south along Ten Rod Road (Route 102)
- Large lot zoning encourages sprawl; conservation subdivisions will reduce sprawl
- Environmental constraints



North Kingstown

- Proposed Growth Center – Post Road
- Wickford Junction Station - Groundwater Overlay Zone
- Residential growth potential - southern and northwest sections of town
- New residential development will likely continue to meet residential demands



Tonight's Workshop

Definitions:

- Transit Oriented Development
- Transit Supportive Development

South County TOD / TSD Applications

- Wickford Junction
- Westerly Station
- Kingston
- Potential rural stations: Shannock-Carolina-Wood River Junction

Growth Management Tools

Discussion: Questions / Answers



Transit Oriented Development - TOD Definition – ½ Mile Perimeter

- Mixed Use
- Moderate to High Density – 7+ units/acre (municipal water and sewer)
- Mobility Choice
- Pedestrian Connectivity
- Reduce Parking Ratios
- High Quality Design and Public Open Space



Why Transit Oriented Development?

- Sustainable Development
- Improves Tax Base
- Improves Property Values
- Reduces Traffic Volumes
- Revitalizes Neighborhoods



Transit Supportive Development – TSD Definition

- Convenience
- Decreased Dependence on Driving
 - Pedestrian Connections
 - Rail, Bus, Carpools
 - Bicycling
- Mixed Use



Wickford Junction Station



A photograph of Wickford Junction Plaza, showing a wide, paved road with white lane markings. The road curves to the right. On the left side of the road, there are several trees with light green foliage and a sidewalk. On the right side, there are more trees, a sidewalk, and a row of black lampposts. The sky is clear and blue. In the background, some buildings and more trees are visible.

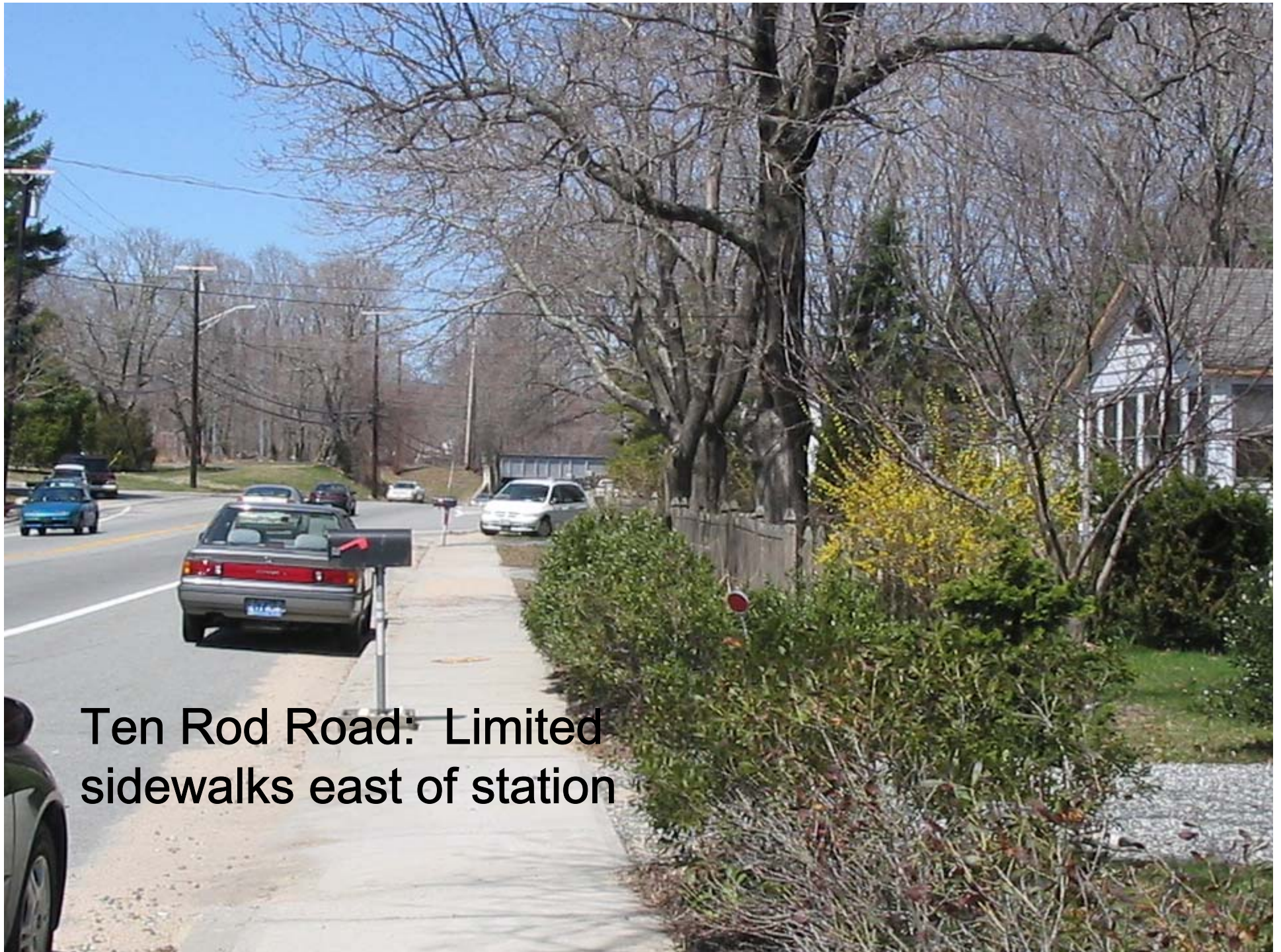
Wickford Junction Plaza
Pedestrian-Oriented landscaping,
sidewalks, and lighting

**Pedestrian Connectivity & Safety:
Sidewalks provide connections
throughout Wickford Junction Plaza**

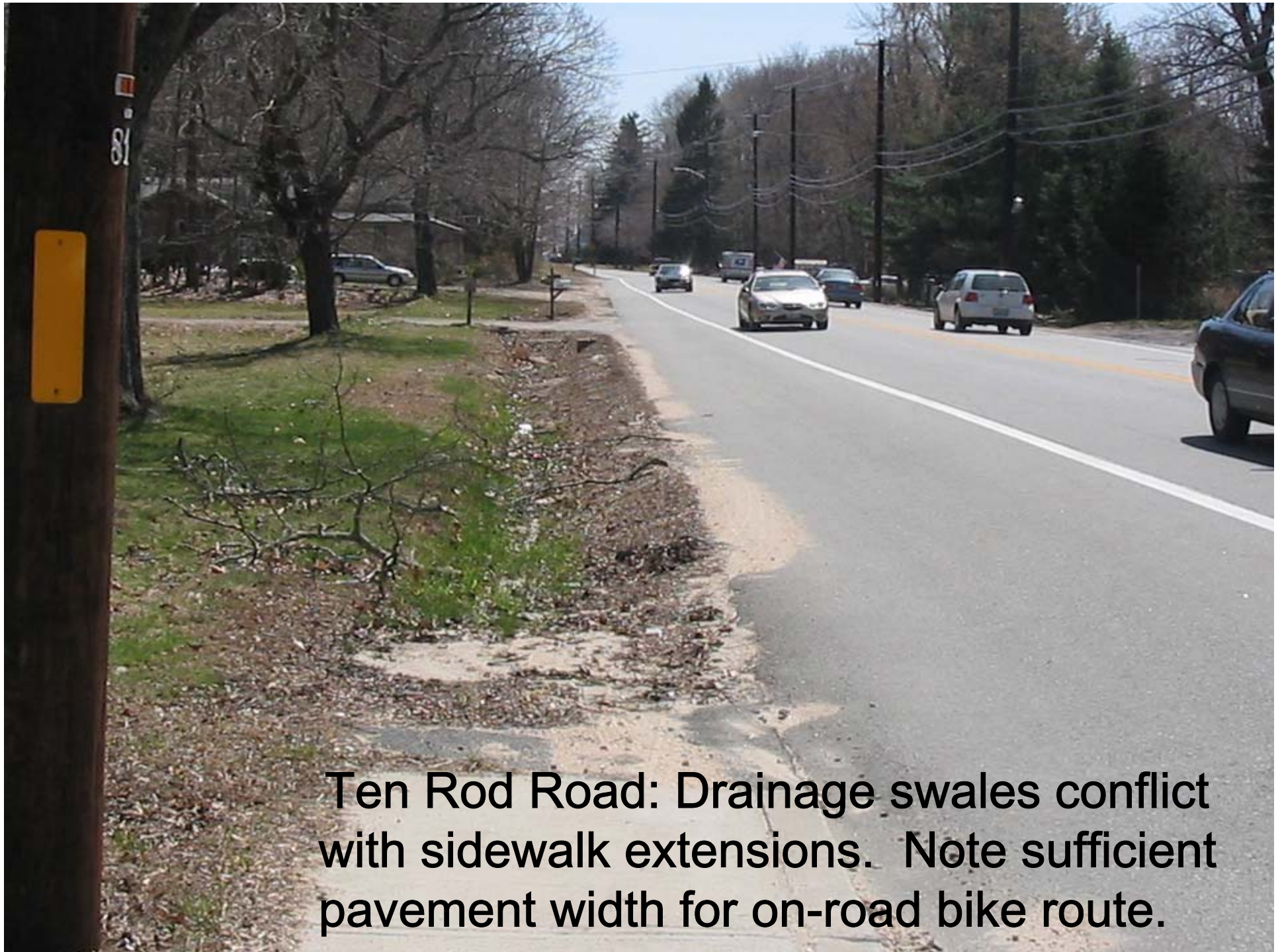




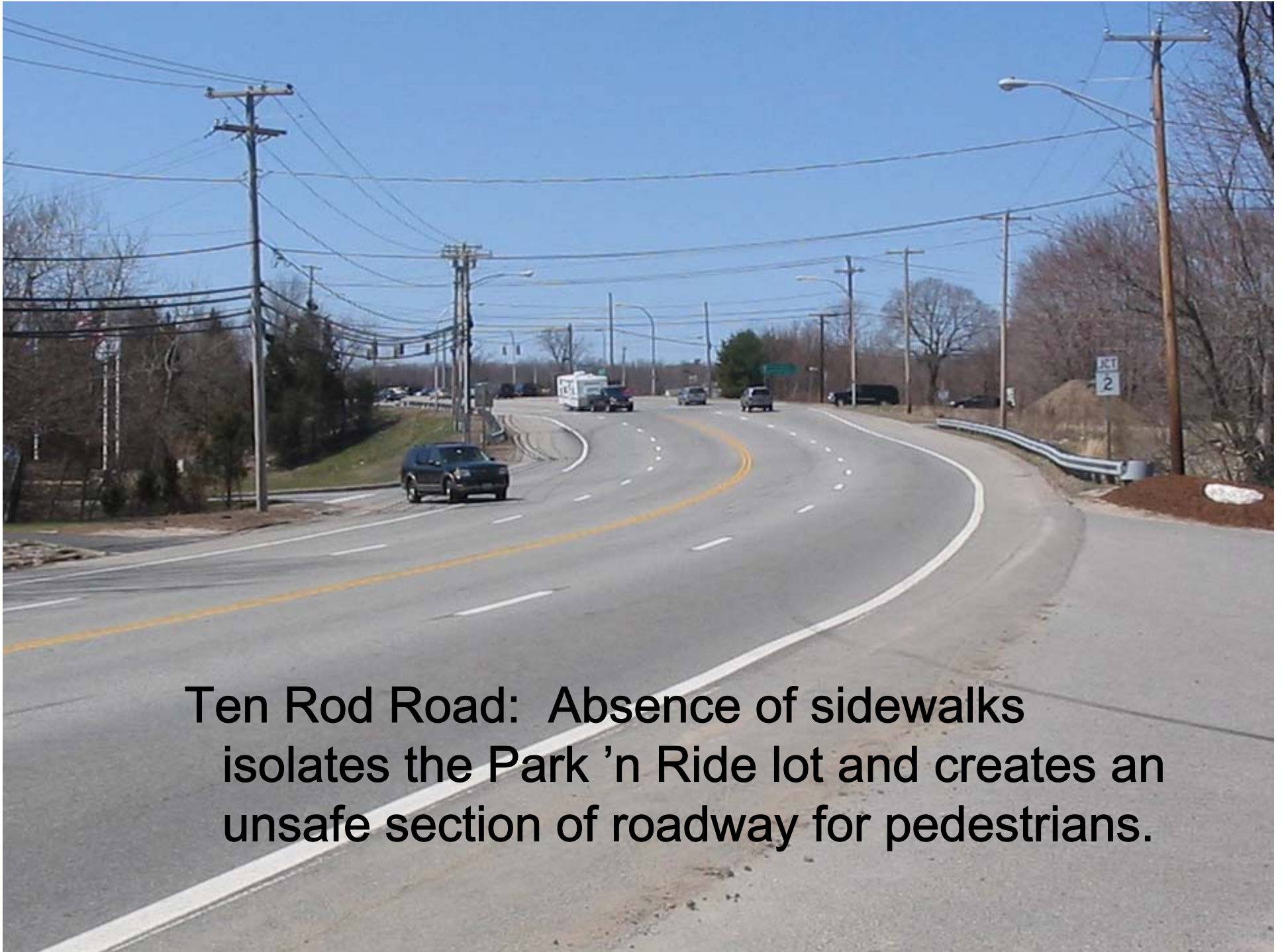
Recreational & Cultural Opportunities: Historic caboose, public meeting space at amphitheater, open space are important TOD amenities.



Ten Rod Road: Limited
sidewalks east of station



Ten Rod Road: Drainage swales conflict with sidewalk extensions. Note sufficient pavement width for on-road bike route.



Ten Rod Road: Absence of sidewalks isolates the Park 'n Ride lot and creates an unsafe section of roadway for pedestrians.

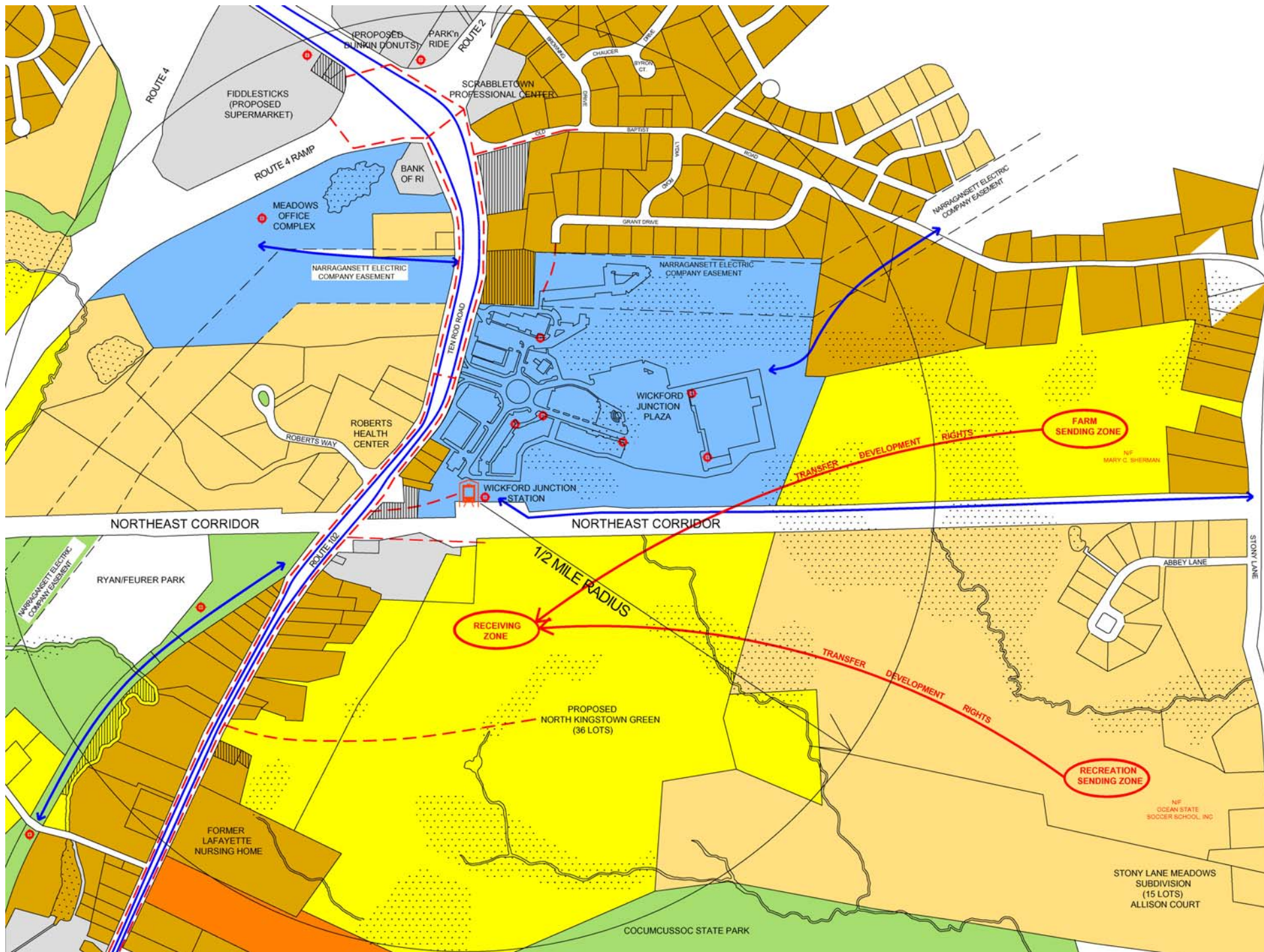
Wickford Junction Station

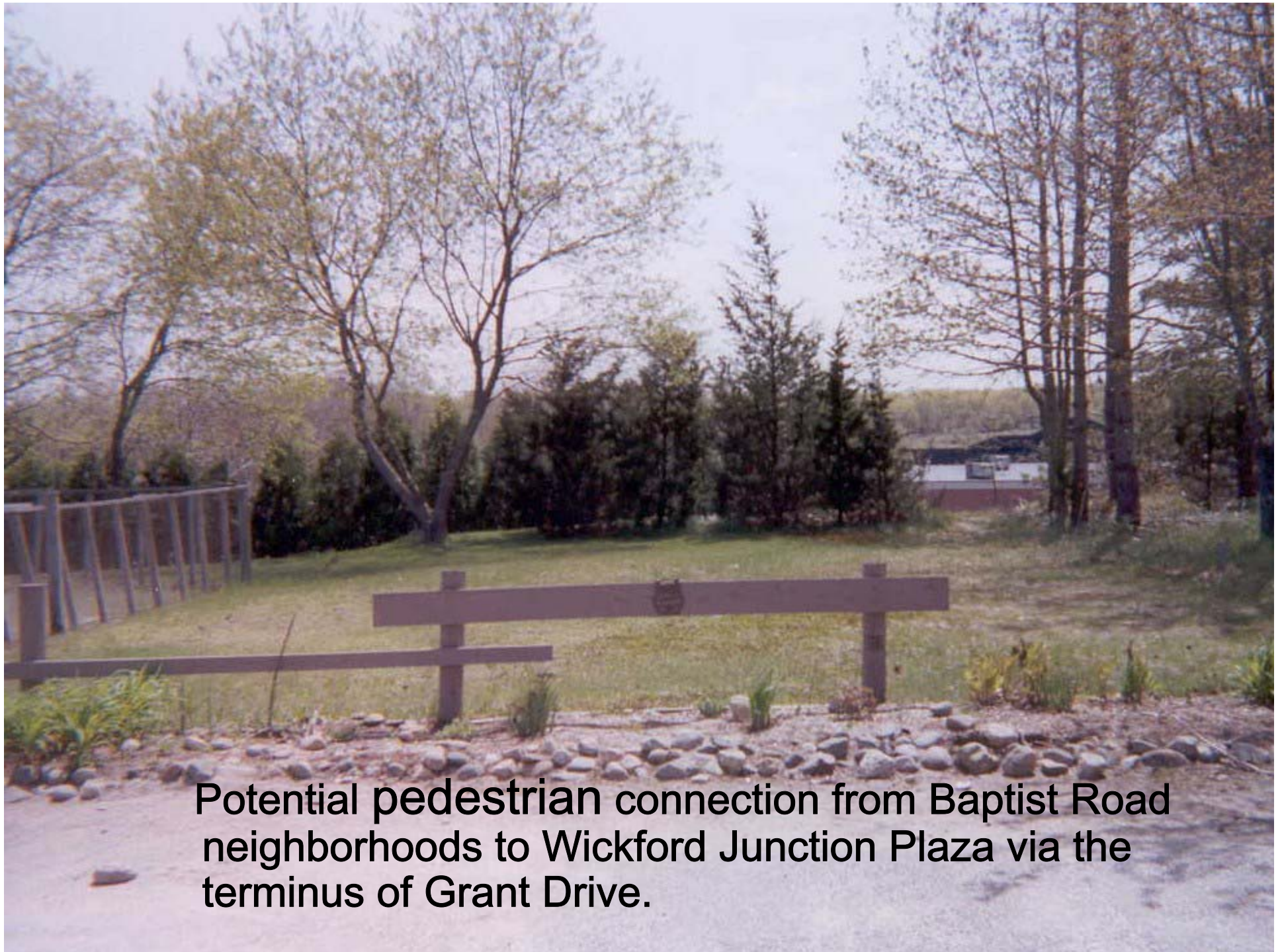
Current Mixed Use	Yes – Wickford Junction Plaza, neighborhoods, office park
Moderate to High Residential Density	No – groundwater overlay district limitations
Municipal Sewer and Water Service	Sewer – No Water – Yes
Mobility Choice	Road / Highway, Rail, Bike, Bus
Pedestrian-Oriented Connectivity	Limited sidewalks
Reduced Parking Ratios	Not currently
High Quality Design	Yes - South County Design Standards
Public Spaces	Wickford Junction Plaza – Gazebo
Preserved Open Space	Cocumcussoc State Park, Ryan & Fuerer Parks

Wickford Junction Transit Supportive Development - TSD Recommendations

- Ten Rod Road sidewalks
- Bike route / paths / lanes, bike racks
- Pedestrian path connections
- Wickford Junction Plaza future second floor residential
- Parking garage mixed use
- Transfer of Development Rights
- High density mixed use redevelopment







Potential pedestrian connection from Baptist Road neighborhoods to Wickford Junction Plaza via the terminus of Grant Drive.

View west from Wickford Junction Plaza toward potential pedestrian connection to Grant Drive.

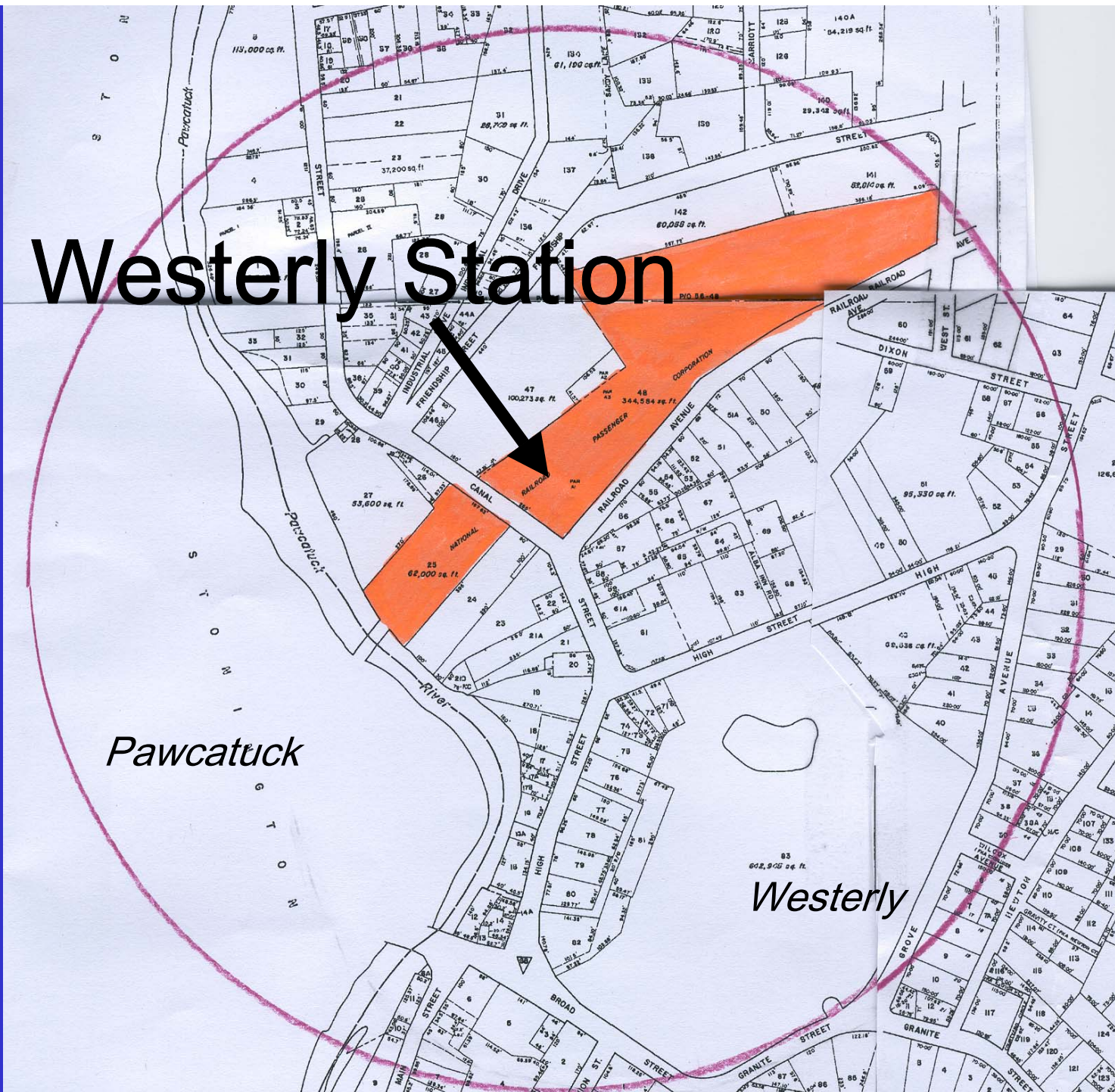




Absence of pedestrian connections isolates the Wickford Junction Plaza from surrounding neighborhoods.

Westerly Station

Westerly Station



Historic Westerly Station



Pedestrian-Oriented: Landscaping, sidewalks, lighting



WESTERLY PLACE



Developed by: QUONY HOLDING CO., L.L.C.
paul a. azzinaro, a.i.a. architects
i n c o r p o r a t e d

RETAIL-OFFICE-LOFT

Downtown Arts District

LEASING INFORMATION

SRM

SRM REALTY

Suzanne R. Moore

(860) 572-7115

Mixed-use development on Canal Street:

- Retail/commercial on the first floor
- Residential above retail
- Variety of establishments

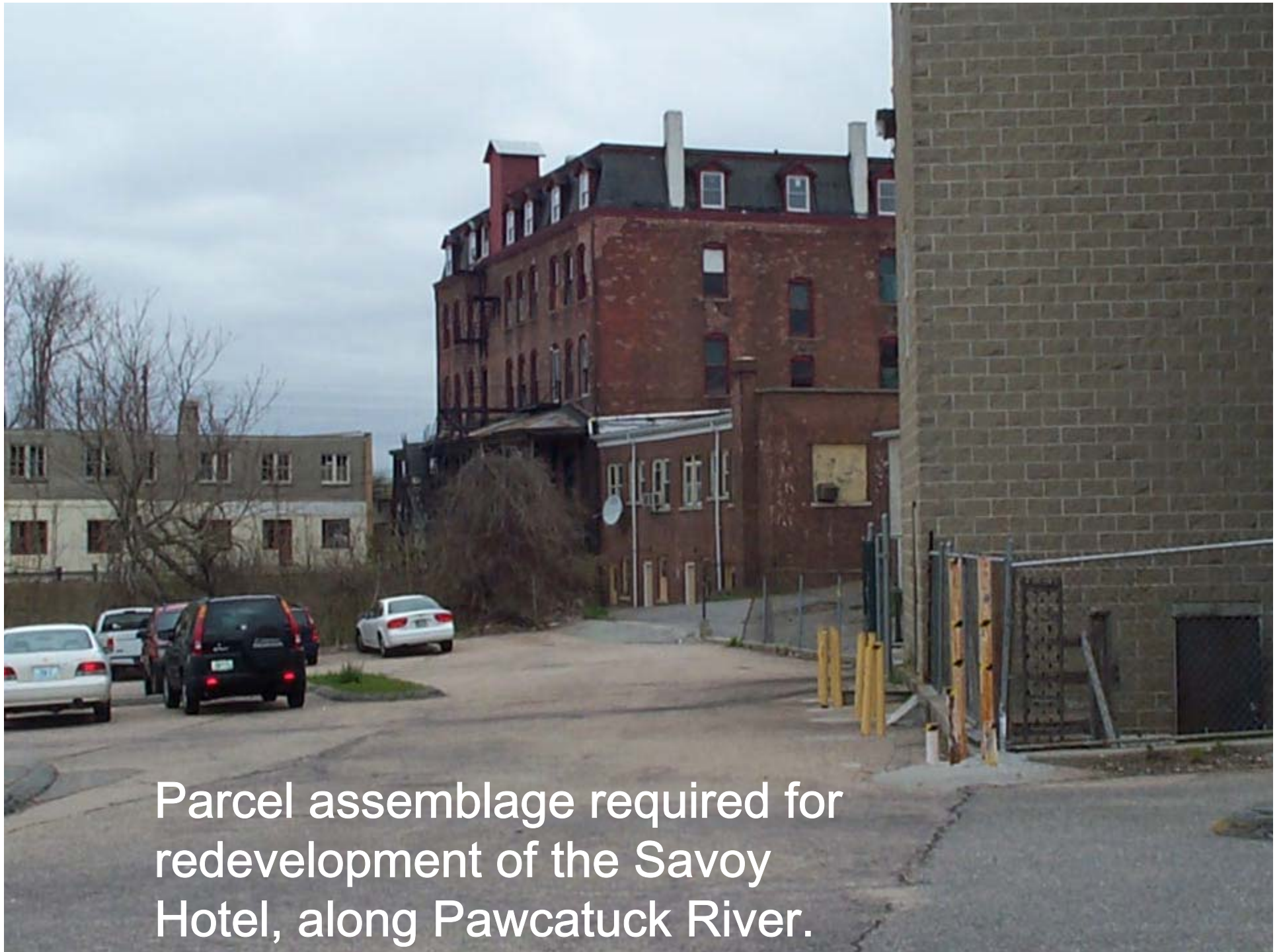
Pedestrian-oriented:

- Sidewalks
- Lighting

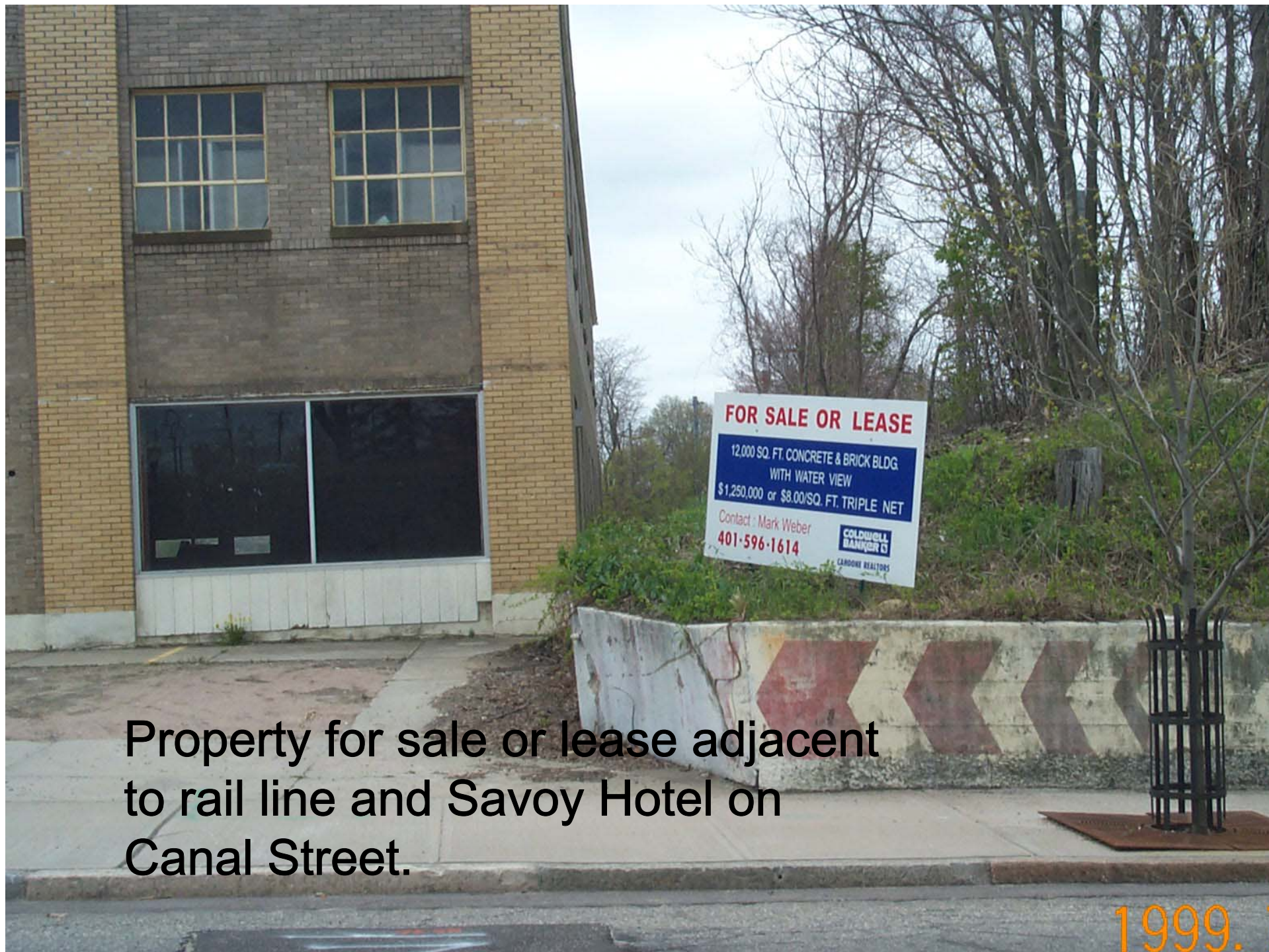




**Pedestrian-scale
streetscape**



Parcel assemblage required for redevelopment of the Savoy Hotel, along Pawcatuck River.



Property for sale or lease adjacent
to rail line and Savoy Hotel on
Canal Street.

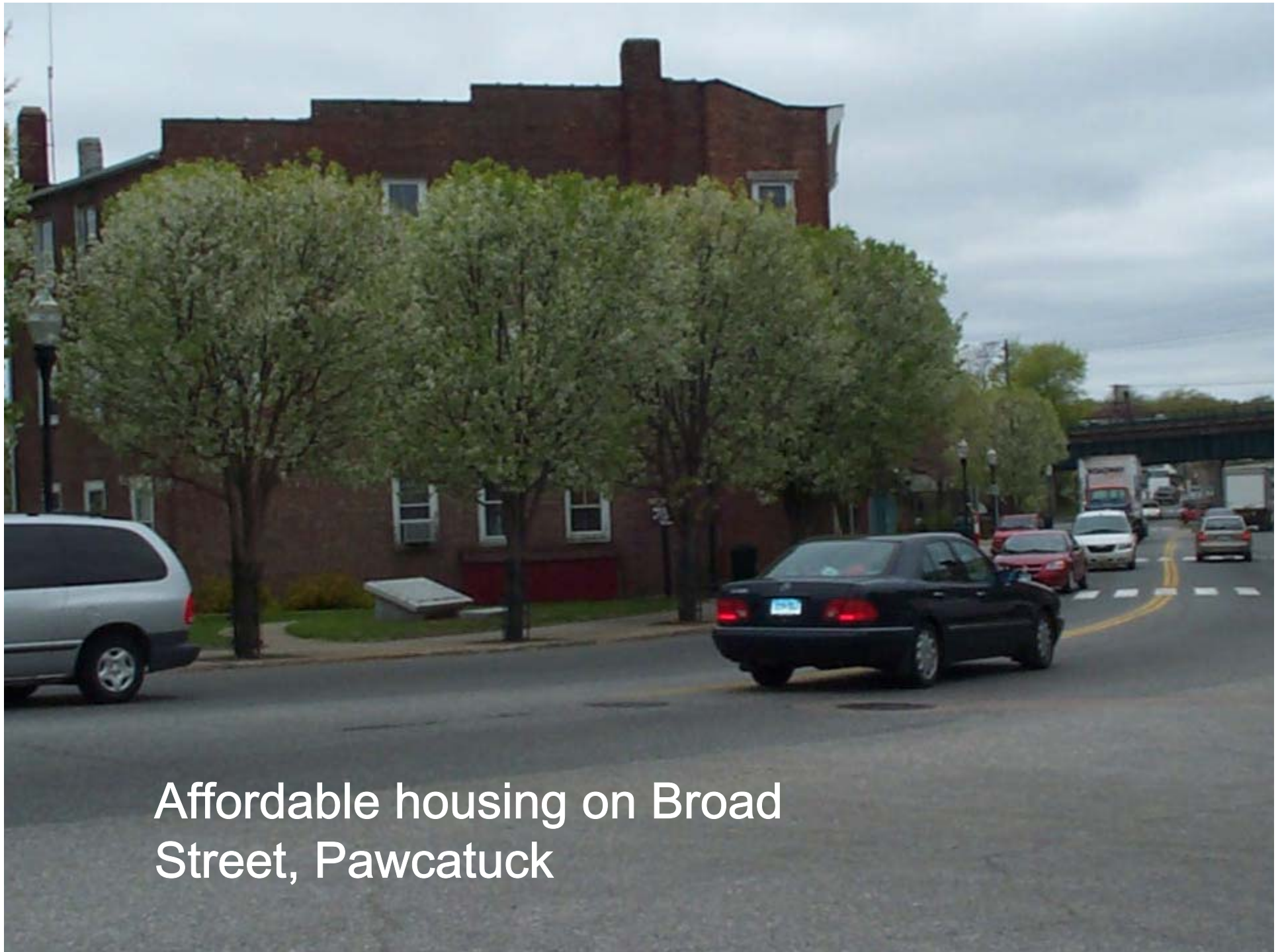
1999.

Pawcatuck CT
Riverwalk
condominiums,
located within
walking distance
of Westerly
Station





Mixed use development and
streetscape improvements in
Pawcatuck



Affordable housing on Broad
Street, Pawcatuck



Vacant parcel immediately
north of Westerly Station



Mixed commercial and residential land use north of Westerly Station on Friendship Street. Note lack of



Canal Street connects North Westerly to downtown, under tracks. Note sidewalks and stairs to station.

Westerly Station

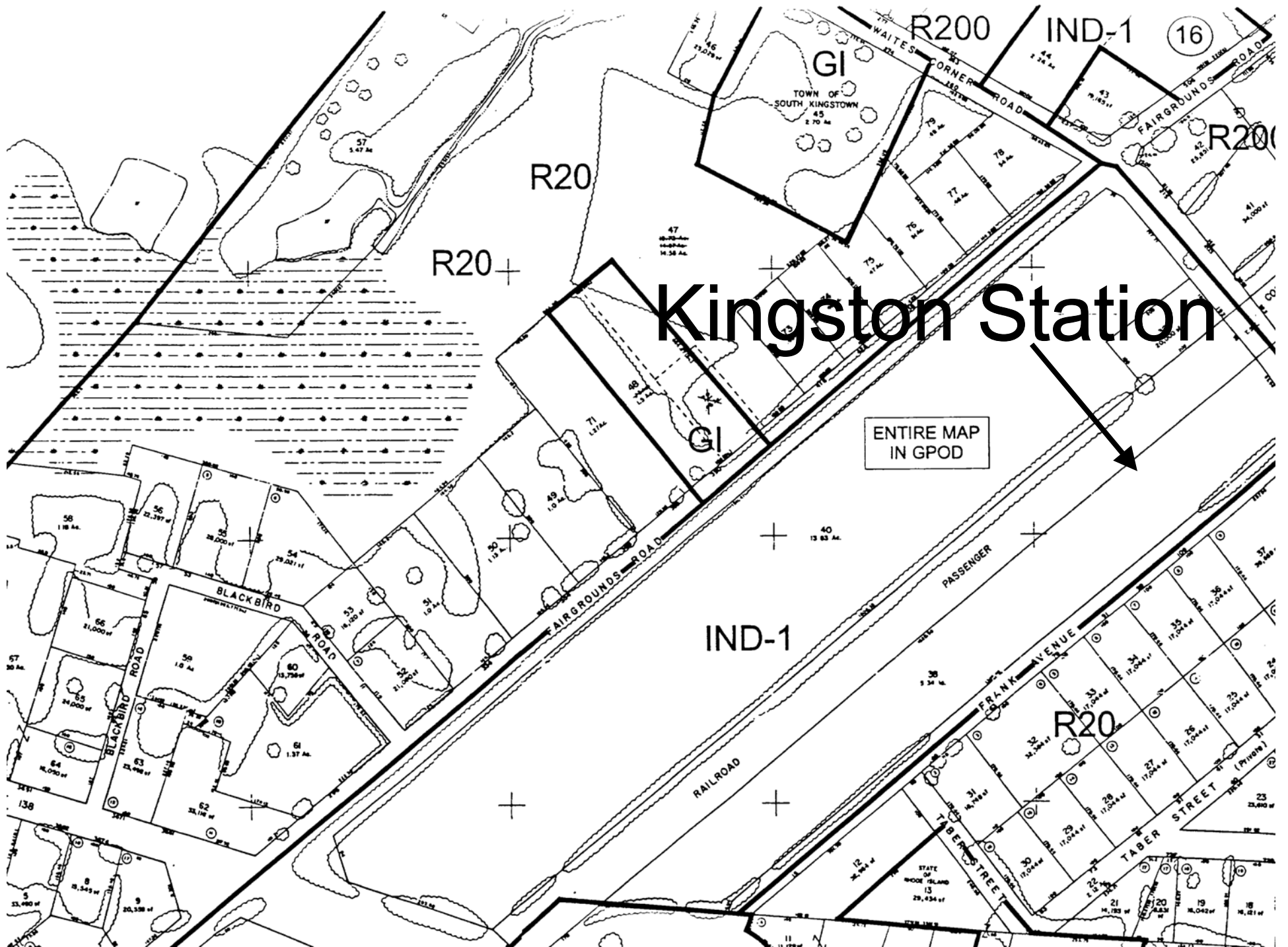
Current Mixed Use	Yes
Moderate to High Residential Density	Yes
Sewer / water	Yes
Mobility Choice	Local roads, Amtrak, RIPTA Flex, suitable roads for biking, future commuter rail
Pedestrian-Oriented Connectivity	Excellent sidewalk network Riverwalk and pedestrian bridge
Reduced Parking Ratios	Yes
High Quality Design	Historic District. South County Design Standards
Public Spaces	Wilcox Park, proposed riverwalk
Preserved Open Space	Not currently

Westerly TOD Recommendations

- Upper floor residential use
- Savoy Hotel historic rehabilitation
- Mixed use development – trackside 2-acre parcel
- Sidewalk construction on Friendship Street
- Adaptive reuse – Guild Guitar factory
- Westerly and Pawcatuck Riverwalks
- Pawcatuck condo development and mill adaptive reuse

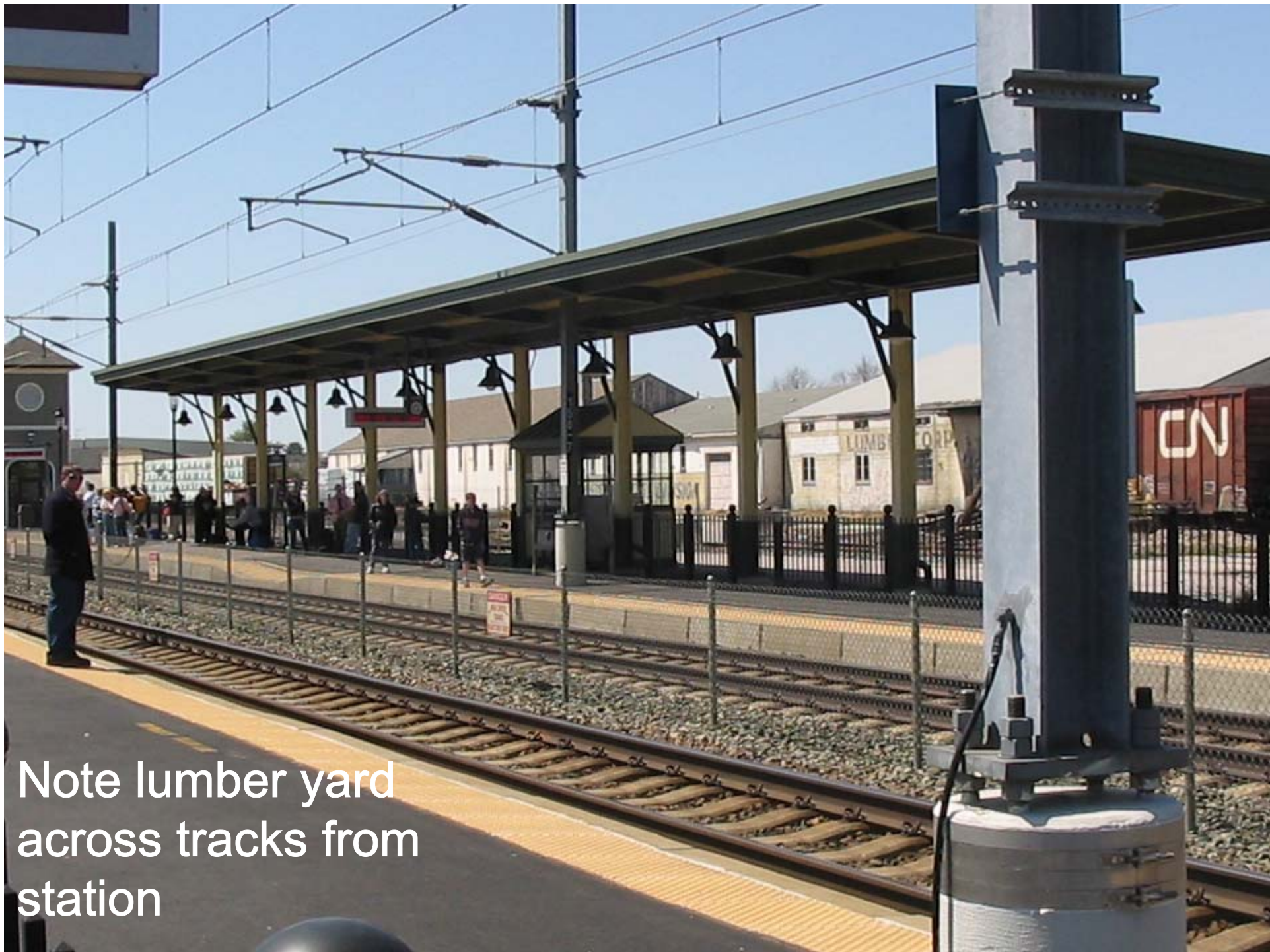


Kingston Station

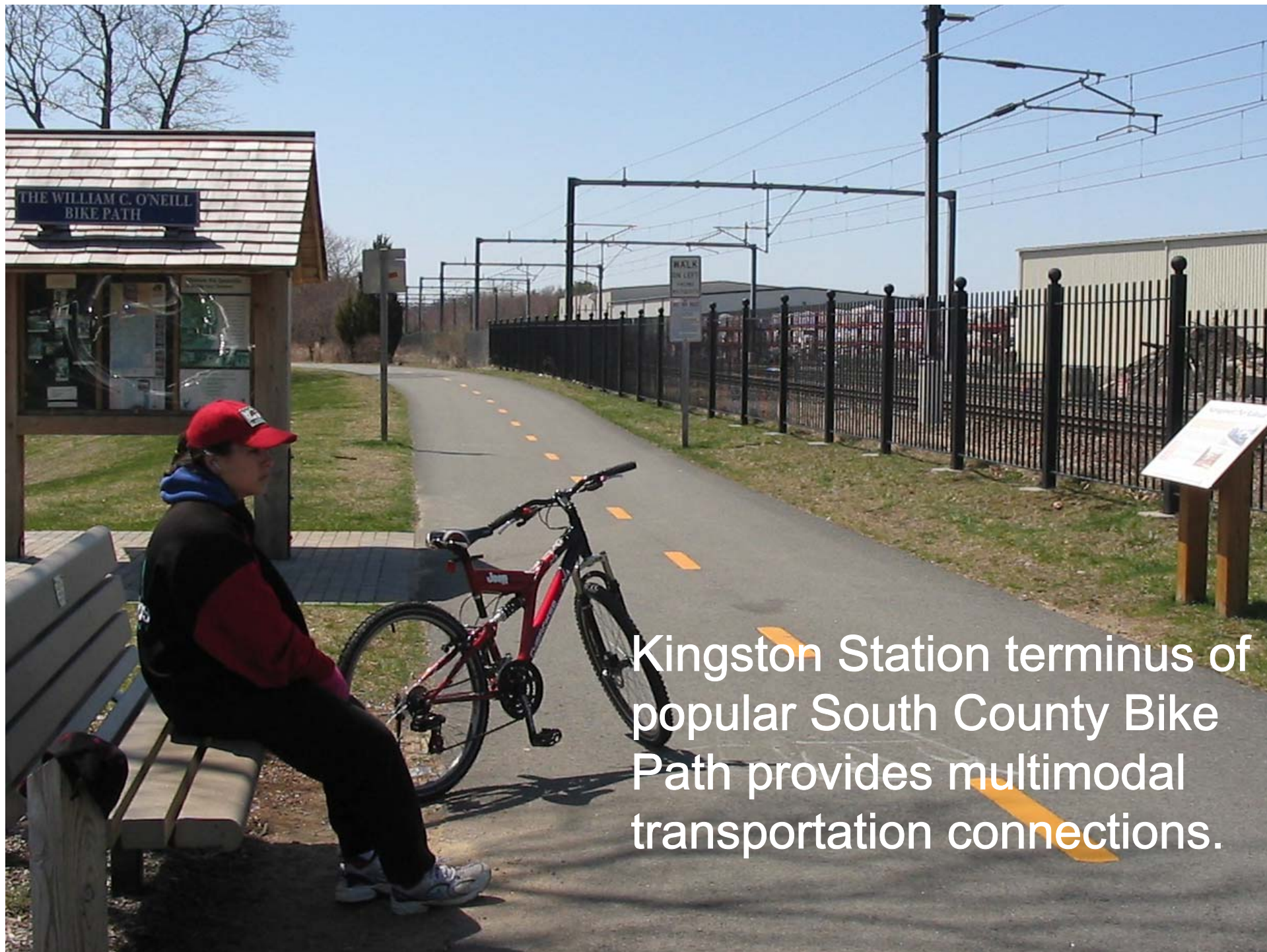





Historic Kingston Station




Note lumber yard
across tracks from
station



Kingston Station terminus of popular South County Bike Path provides multimodal transportation connections.



Kingston Station parking is fully utilized by Amtrak passengers and users of the South County Bike Path.

A photograph of a street lined with trees and utility poles. The street has yellow double lines in the center. On the left, there are orange traffic cones and a red sign. On the right, there is a sign for Kingston Station. The text "Sidewalks connect Kingston Station and adjacent neighborhoods." is overlaid on the image.

Sidewalks connect Kingston Station and adjacent neighborhoods.



Mixed use in vicinity of the station includes commercial condominiums.



Open space dominates land use within walking distance of Kingston Station.

Kingston Station

Current Mixed Use	Limited
Moderate to High Residential Density	Small lot residential, Groundwater Protection Overlay District
Sewer / water	Yes
Mobility Choice	Route 138, Local Roads, Amtrak, RIPTA, South County Bike Path
Pedestrian-Oriented Connectivity	Limited sidewalks
Reduced Parking Ratios	Not currently
High Quality Design	Historic Station. Town of South Kingstown Design Standards
Public Spaces	Bike path
Preserved Open Space	Not tied to station density

Kingston TSD Recommendations

- TDR from agricultural land with increased density near station

Challenges:

- Groundwater Protection District
- Parking lot expansion required for bike path, commuter rail and Amtrak use
- Historic context, 1/4-acre single family neighborhoods
- Importance of industrial property to the tax base limits mixed use redevelopment options





Wood River Junction



Carolina



Shannock

Potential Rural Stations: Wood River, Carolina, Shannock

Current Mixed Use	Limited – post offices, some shops
Moderate to High Residential Density	Generally low density, some multi-family
Sewer / water	No
Mobility Choice	On-road bike lanes, Route 91
Pedestrian-Oriented Connectivity	Rural, no sidewalks
Reduced Parking Ratios	Not currently
High Quality Design	Historic villages
Public Spaces	Shannock, along tracks
Preserved Open Space	Not tied to station density

Rural TSD Recommendations

- Continue historic mixed use
- Growth Center
- Carpooling, ridesharing
- Sidewalks in village centers
- On-road bike routes, lanes
- Conservation subdivisions
- Open space preservation / Transfer of Development Rights



West Davisville

Current Mixed Use	No
Moderate to High Residential Density	No - Quonset Davisville Port and Commerce Park
Sewer / water	Yes
Mobility Choice	Route 4 / 403. Possible later MBTA service. Not suitable for reverse commute to Quonset. No bus service or bike routes.
Pedestrian-Oriented Connectivity	Circuitous route from School Street and Old Baptist Road neighborhoods
Reduced Parking Ratios	Not currently
High Quality Design	Quonset Davisville
Public Spaces	No
Preserved Open Space	No